

ATTACHMENT B

From: "John D. Carpenter" <jdcar@stanford.edu>
To: <bikes@svbcbikes.org>
Date: 9/11/2004 8:26:09 PM
Subject: RE: [SVBC] Sharrows aren't for sharing

To All and Sunnyvale BPAC,
I drove down Wolfe Road through the El Camino intersection last week. I found the rather dubious "Share the Road" installations north of El Camino; the decals don't seem to mean anything unless one is 'on the in' in knowing what they are supposed to mean. Also there are no diamond yellow share the road signs that I noticed. South of El Camino, there are just the classical (and notorious) Sunnyvale signature curb to curb and no shoulder car lanes.

In a car????? hey, I don't want to get killed! If a nasty Sunnyvale problem is reported, it is too dangerous to ride a bike to and investigate; I've been there and done that and never again!

But, Sunnyvale BPAC, Sunnyvale needs to clean up its act and no excuses! Some of us are about to write our congress people (state, fed) and see that there are no more Federal nor State grants to anything built in Sunnyvale until this is done (that notorious Murphy Street Parking Garage masquerading as a train station parking facility being one of the most infamous projects that vacuumed up \$14 million that could have gotten us a fix at the Mary and Bernardo RR crossings by now). Most of the reasons for the unusual amount of automobile traffic through Sunnyvale is that alternatives have not been well and safely provided for.

Regards,

=====
== John D. Carpenter ==
== <firstn.lastn>@stanford.edu ==
== 650.960.1256 (v/m) ==
== 650.248.3069 (mobile) ==
=====

-----Original Message-----

From: bikes-svbc.dreamhost.com-bounces@lists.svbc.dreamhost.com
[mailto:bikes-svbc.dreamhost.com-bounces@lists.svbc.dreamhost.com]On
Behalf Of kjbiker@netzero.net
Sent: Friday, 10 September, 2004 22:57
To: bikes@svbcbikes.org
Subject: [SVBC] Sharrows aren't for sharing

Hi, folks-

For those of you interested in following the saga of the shared-lane use arrows on Wolfe Road in Sunnyvale, here's the latest. At last month's BPAC meeting I told the city's senior traffic engineering person that despite staff's pledge that the sharrows would be placed in accordance with the BPAC's input (at least 13 feet from the roadway edge), the actual location of the symbols is only 11 feet from the curb face (well within the door zone of today's monster vehicles that are so vital for experiencing that all-important 'Driving Excitement!'). It was also pointed out that there was no indication of the overhead signage that was mentioned so prominently

in the staff report in order to win city council approval . We were told that this was a "work in progress", and if we'd just be patient soon all would be well.

I've just taken another recon patrol out there, and have come away with two observations and one prediction. Observation one: Even in light traffic, passing motorists make it extremely uncomfortable to ride this section of Wolfe Road safely outside of the door zone. Observation two: It's been this way for well over a month now, and there is no intention to make any of the promised improvements (in fact, everyone else would be perfectly happy if cyclists would just forget about it and accept the situation as it is). Prediction: This pattern will be repeated endlessly because it allows politicians and bureaucrats to claim that they are doing something to promote bicycle safety without making any of the hard choices that might offend car owners. Feel free to express your feelings by writing to bpac@ci.sunnyvale.ca.us.

Kevin

"Mistakes live in the neighborhood of truth and therefore delude us."
Rabindranath Tagore

Get your name as your email address.
Includes spam protection, 1GB storage, no ads and more
Only \$1.99/ month - visit <http://www.mysite.com/name> today!

bikes@svbcbikes.org mailing list

To unsubscribe from the SVBC discussion list or change your options, please visit <http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.

You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to subscribe@svbcbikes.org with the word 'unsubscribe' in the subject or body—don't include the quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.

List information:
<http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>

CC: <bpac@ci.sunnyvale.ca.us>

BPAC Answer Point - Cycling on Wolfe Rd.

From: <marglimber@comcast.net>
To: <bpac@ci.sunnyvale.ca.us>
Date: 9/29/2004 7:28 PM
Subject: Cycling on Wolfe Rd.
CC: <anneng@aol.com>

Hello, I was accompanying Anne Ng today on our excursion of Wolfe Rd from Cupertino north through Sunnyvale. I share her concerns of the "sharrows" for to me that is high risk cycling. She was ahead of me when she abruptly stopped behind a parked car to avoid getting hit by a speeding car. I had to go around the parked car; fortunately the car following let me into the sharrows lane. We will avoid that route in the future. She detailed the problems so I won't repeat them.

Whatever can be done to eliminate the problems could save a life. Thanks for whatever you can do!

Margaret Limberatos
Member of Western Wheelers and ACTC as well as SVBC.

BPAC Answer Point - wolfe road "sharrows"

From: <AnneNg@aol.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 9/29/2004 6:53 PM
Subject: wolfe road "sharrows"
CC: <bikes@svbcbikes.org>

Hi Sunnyvale BPAC--

When we moved to the South Bay 25 years ago, to a house in Cupertino just 1/4 mile from Miller, I quickly learned that the north-south corridor of Miller/Wolfe was very bicycle unfriendly and have avoided it ever since, except south of Bollinger, where the city of San Jose had already then done a 4 to 3 lane conversion adding bike lanes so everything is fine for bikes and for both parked and moving motor vehicles. I found my own north-south route on side streets between Wolfe and Lawrence. That was in the old days, when bikes weren't even allowed on Lawrence.

The big problem on Wolfe is the parked cars. Some years back, Sunnyvale added bike lanes (without parking) to Wolfe north of Old San Francisco, including on the bridge over the tracks, which was a blessing. (Thank you!) A few years ago, Cupertino added door zone bike lanes to Miller north of Bollinger. Those are a curse. Motorists following me are more irate when it's necessary for me to go to the left of the bike lane stripe to keep a safe distance from wide parked motor vehicles (mainly SUVs) than when there is no bike lane stripe. I've been doored once, in a door zone bike lane, by a very apologetic motorist who'd been parked there a while and was leaning over the passenger seat gathering an armload of books when she abruptly kicked the door of a two door compact wide open. I don't intend to let it happen again.

Now Sunnyvale is trying sharrows on Wolfe north of El Camino, and I rode that stretch on my bike today. My conclusion is that they're worse than nothing as they are painted now. I found it necessary to ride along the very left edge of the sharrows to keep a safe distance from parked cars, and there weren't even any SUVs. They need to be at least a couple feet farther from the curb. But then, at 10:30 on a weekday morning, there weren't many parked cars, and on the long stretches without parked cars, the sharrows were quite pointless and probably confusing--no cyclist would ride even that far out from the curb in that case. The sharrows just north of El Camino, where there is no parking and the lanes appear to all be about 10 feet wide, are also too close to the curb. A cyclist in that position would tempt a following motorist to pass without changing lanes, and there just isn't room. Once again, I rode at the very left edge of the sharrows.

At one point, after a long stretch without parked cars, I prepared to move out to take the lane to pass a parked car by signaling--and the driver of the lead car of several in the right lane behind me did what drivers sometimes (not usually) do and accelerated, to intimidate me, I presume--so I came to a screeching halt behind the parked car. I'm not suicidal. The next motorist perceived my problem, and almost stopped to let me merge out into the lane. Fortunately, he wasn't rear ended. The sharrows clearly didn't help me with that particular lead motorist.

In my opinion, sharrows make sense only in places like San Francisco where there are ALWAYS parked cars, and then only if they're safely out of the door zone of even wide motor vehicles. Or in the middle of narrow lanes. And they should be spread out longer on the pavement, so motorists driving the speed limit would have a better chance to make out the bicycle logo.

What Wolfe (and Miller in Cupertino) needs, in my opinion, is either removal of car parking or a 4 to 3 lane conversion such as San Jose did long ago. Until then, it will not be a comfortable place for cyclists.

Anne Ng
 Cupertino

From: <cor_van_de_water@ilse.nl>
To: <bpac@ci.sunnyvale.ca.us>
Date: 9/29/2004 8:33:56 AM
Subject: Sharrows at Wolfe road

Hello,

As resident of Sunnyvale I commute daily across the city by bicycle because I work in Sunnyvale as well. At times this brings me at Wolfe Av, from Old San Francisco road southbound. I noticed the so-called "sharrows" painted in the curb lane and I am happy with the effort of making the users of this road aware about the correct use of the lane, but I have a serious concern as well.

The sharrows suggest that the bicycle follows the general position of the arrows on the road, but this is very hard in particular on Wolfe.

I find myself either to the right side of the arrows when no cars are parked at the curb, because there is no reason to ride so far in the lane; at other times I find myself to the left of the arrows due to large vehicles parked and following the arrows would bring me in the "dooring zone" where I risk being hit by an opening door of the parked cars.

My suggestion is to change the situation at Wolfe and clarify it for all participating traffic by removing the parked cars from the street, which makes the position of bicycles more clear and requires much less in-and-out weaving of traffic by bicycles with all the related risks and it allows the curb lane to be less wide while still allowing a safe bikelane. In many cases the change can be made by applying paint only.

There is not much parked cars anyway on most stretches of Wolfe, it is the occasional car that makes it difficult for a bike rider to be consistent in position - the distance between cars is too large to stay "in" the traffic, so he is forced to weave in and out. This also makes the positions of the "Sharrows" to be a compromise that it currently is: either too far from the curb or too close to a parked car.

My clear preference is a consistent position on the road and that is only provided by a Bike Lane.

This will enhance the safety on this busy road for all concerned, in particular for the vulnerable bikers.

One last remark: I have seen at least one sharrow that was given a very wrong position, where Wolfe crosses El Camino the lanes are narrow and are only one car wide.

The traffic rules clearly state that the best position of a bike on such roads is the centre of the lane, this avoids cars trying to squeeze by the bicycle.

I was horrified to see the "Sharrow" painted in the very right edge of the lane, which is clearly bringing the wrong message and contra the proper position of bikes in this lane.

I hope you can correct this dangerous situation on short notice.

Kind regards,
Cor van de Water
1288 Fremont Ter
Sunnyvale, CA 94087
408 480 5225

CC: <bikes@svbcbikes.org>

BPAC Answer Point - Wolfe Rd sharrows

From: "Daniel Goldsmith" <Daniel@vhayu.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 11/8/2004 2:50 PM
Subject: Wolfe Rd sharrows

Thanks for the Wolfe Rd sharrows! Put more of them up. I rode Wolfe Rd before they were there and even as an experienced rider I feel better seeing them mainly because I believe some of the motorists will also benefit from seeing them. It also makes me feel more confident that I have a legitimate claim to be on that road.

daniel

BPAC DPW - sharrows on wolfe

From: <AnneNg@aol.com>
To: <council@ci.sunnyvale.ca.us>
Date: 8/16/2005 10:53 AM
Subject: sharrows on wolfe
CC: <bpac@ci.sunnyvale.ca.us>

Hi Sunnyvale City Council—

I understand you'll be considering the sharrows on Wolfe Road Thursday night. And I understand from Kevin Jackson that the consultants consulted everyone but cyclists. I'm a Cupertino cyclist who has ridden that stretch of Wolfe with the sharrows, and who finds them worse than nothing. Riding the center of the sharrows puts cyclists right in the door zone of parked cars, exactly where they shouldn't be. (I've been doored once myself, and I was riding at least as far out as the center of those sharrows places cyclists.) Months ago I shared the same thoughts at greater length with the BPAC.

Please vote no on sharrows. If you must have sharrows, please see to it that they're at least two feet further from the curb than the ones currently on Wolfe. Of course, another problem is that they look absurd even where they are when there are no parked cars present, which is often the case for significant stretches. Eliminating parking on one side and adding bike lanes is a far better solution.

Anne Ng
6031 Bollinger Road
Cupertino CA 95014

BPAC DPW - Wolf Road Sharrows

From: "Stuart Chessen" <Stuart.Chessen@harmonicinc.com>
To: <bpac@ci.sunnyvale.ca.us>
Date: 8/3/2005 8:15 AM
Subject: Wolf Road Sharrows

I ride once or twice a week to work along Wolfe road. I am very happy to hear that there is going to be bike lanes along Wolfe from Homestead to El Camino.

At work people come to me for best routes to ride their bike to work (We have over 500 people working here in Sunnyvale). Anyone who is planning to come from West SJ area, we tell them to watch out for Wolfe between El Camino and Old SF road. I have not seen cars being driven any safer since the Sharrows have been added. Luckily a lot of cars don't use the curb parking, but this cause most bike riders to weave in and out which is not safe.

Please don't add the sharrows to any more roads, and reconsider adding a bike lane in place of the sharrows. When you look at the VTA bike map you can see Sunnyvale needs to work on getting more through routes to encourage bikes, instead of more cars.

Regards,
Stuart Chessen
408.542.2571
Stuart.chessen@harmonicinc.com

Dieckmann Cogill - Fwd: Sharrows on Wolfe Road evaluation

From: Marvin Rose
To: Witthaus, Jack
Date: 8/22/2005 9:07 AM
Subject: Fwd: Sharrows on Wolfe Road evaluation
CC: Uribe, Christina

Marvin A. Rose
Director of Public Works
City of Sunnyvale, California

>>> Heidi Kirk 08/22/05 8:53 AM >>>
Forwarding from Council AnswerPoint, -HK

Heidi Kirk
Executive Assistant
Office of the Mayor and City Council
City of Sunnyvale
hkirk@ci.sunnyvale.ca.us
www.ci.sunnyvale.ca.us
PH: (408) 730-7470
FAX: (408) 730-7699*

>>> <cor_van_de_water@ilse.nl> 8/20/2005 4:26:18 AM >>>

I have been bicycling Wolfe, from near 101 down to Old San Francisco where bike lanes are present, then from there further down to El Camino where the experiment with Sharrows was constructed and further south where the road gets bike lanes again.

My experience as well as my subjective "safety feeling" are very strong in favor of bike lanes. Not only gives this a unique sliver of road for primary bicycle use, but it makes it also clear beyond doubt where bicycles can be expected to be found.

I have had too many close calls on the section with the Sharrows - cars trying to overtake me in the too narrow lane, drivers that were pushing close to my rear wheel, honking and basically signalling that they did not understand why I was occupying the road so far out on the street, instead of hugging the curb. I feel very unsafe and cars passed me way too close to be safe - a slight gust of wind and I had landed on the hood and in some cases it was only because I looked back and moved closer to the curb that took me out of harms way.

I am an experienced rider - I have been commuting to work and school for 36 years by bicycle and have logged approximately 100,000 bicycle miles in mostly urban environments.

My strong recommendation is to make the section of Wolfe between Old San Francisco and El Camino safer by installing bike lanes, this should be a matter of repainting when the few on-street vehicles are moved to other available parking locations.

As a parting question I'd like to know why the bicyclists were not interviewed during the evaluation of the Sharrows experiment - which was, after all, evaluated as a possible bicycling facility.

Kind regards,
Cor van de Water
1288 Fremont Ter
Sunnyvale, CA 94087
phone 408 480 5225